

## IRTAD: The International Traffic Safety Data and their Analysis Group

Heike Martensen  
SEETO Road Safety Working Group Meeting  
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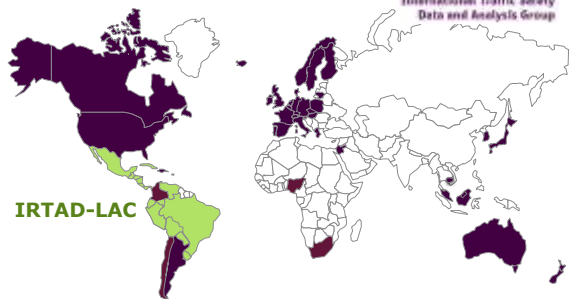
### Outline

- The IRTAD Group on Road Safety Data
- IRTAD twinnings
- Content of IRTAD database
- Co-operation with SEETO
- Future plans

### IRTAD: the International Traffic Safety Data and Analysis Group

- Permanent working group under the umbrella of ITF and OECD
- Network of experts, representing key road safety stakeholders
- Mission
  - Networking for road safety professionals
  - World standard road safety database
  - Data analysis

**IRTAD** 70 members or observers from 38 countries  
The database includes validated data from 32 countries



### Why an international group on road safety data ?

- Comprehensive data collection and analysis; essential for:
  - designing effective safety strategies
  - setting achievable targets
  - developing and determining intervention priorities
  - monitoring programme effectiveness
- Harmonized definitions and data collection for meaningful international comparisons
- In the context of the UN Decade of Action, it is of high importance to be able to monitor the progress

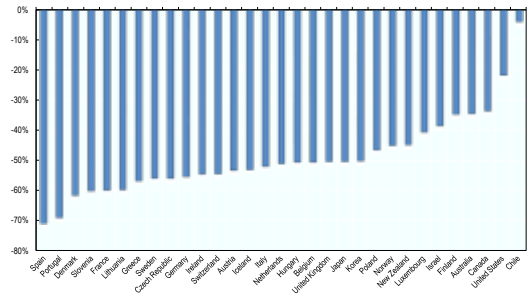
### IRTAD Outputs

- Annual report on road safety performance
- Road safety databases:
  - IRTAD
  - IRTAD LAC (dedicated to Latin American Countries)
  - IRTAD for the cities (in development)
- Research reports:
  - Serious injuries
  - Speed and crash risk
  - Road safety and economic development
  - Forecasting
  - Infrastructure road safety management
  - Methodologies to define alcohol related crashes
- Annual meetings and permanent networking
- Twinning projects with new countries

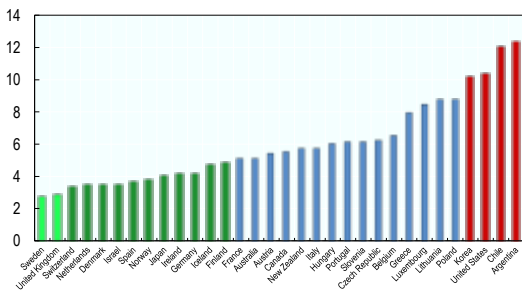
# IRTAD 2015 Report on Road Safety Performance



## Latest IRTAD data: Reduction in Fatalities Change 2000 - 2013



## Killed / 100 000 population in 2013



## IRTAD TWINNINGS

### IRTAD Twinnings

**Objectives : Sharing experience of IRTAD**

**Members to:**

- improve safety data collection and analysis systems based on international best practices
- Develop and operate adequate data safety management system
- progressively expand IRTAD coverage while keeping a high quality of data

**Concept:**

Twinning a team of experts from IRTAD with a team from a LMIC:

- Data experts
- Policy makers
- Police
- Research

### IRTAD Twinning – Typical content

Human size and tailor-made to the specific needs of the country

- Audit of existing crash data collection system
- Recommendation for development / improvement
- Acquisition of necessary equipment
- Technical assistance
- Training at national and local levels: database development, safety indicators, monitoring
- Regular monitoring and exchange between both countries
- Regular reporting at IRTAD meetings

### IRTAD Twinnings

- **Argentina and Spain** (2008-2012), funded by the World Bank
- **Cambodia and the Netherlands** (ongoing), funded by the FIA Foundation
- **Jamaica and UK** (ongoing), funded by IADB
- Other countries under consideration

### Twinning Spain and Argentina (2008 -2012)

- Between Argentinean Road Safety Agency and the Traffic General Directorate of Spain
- Effective start : 2010
- **Content:**
  - Audit of existing crash data collection
  - Standardisation of accident form used by police
  - Design, development and implementation of software to manage the collection of data
  - Staff training in several provinces: reporting and analysis

### Twinning Argentina – Main achievements

- A Unique data collection form in most Provinces, making it possible to collate data at national level
- Training of 4500 police men on the use of the form
- New software to manage the data and information
- Progressive introduction of PDA to replace paper form
- Development of the statistical Indicators Manual
- Development of regional and local performance indicators
- In 2013, data for Argentina were fully validated for inclusion in the IRTAD database, from 2006 onwards.

### OISEVI: the Ibero American Road Safety Observatory

- **IRTAD** twinning between Spain and Argentina initiated the desire for a broader cooperation regarding road safety in Ibero-America.
- In 2011, Heads of Road Safety and Traffic Agencies from 18 countries agreed to create the Ibero-American *Road Safety Observatory*.

### Why a Regional Road Safety Observatory in Latin America ?

- A common workspace of knowledge and cooperation on road safety between the 18 member countries:  
*Argentina, Uruguay, Paraguay, Bolivia, Peru, Chile, Spain, Brazil, El Salvador, Nicaragua, Honduras, Costa Rica, Colombia, Dominican Republic, Mexico, Guatemala, Cuba, Ecuador.*
- Supported by a regional road safety database, on the basis of the IRTAD model: IRTAD LAC
- A tool to generate a dynamism for road safety in the region.



[www.oisevi.org.ar](http://www.oisevi.org.ar)

## IRTAD LAC

- A road safety database dedicated to countries in Latin America and the Caribbean
- Hosted by ITF/OECD, maintained jointly by the Ibero American Road Safety Observatory (OISEVI) and IRTAD
- Using the same IRTAD questionnaire:
  - Standardised definitions and methodologies
- A learning tool to progressively enhance data quality



## IRTAD DATABASE

### The IRTAD Database

- National aggregated data on traffic and road safety
- Currently includes 32 countries (validated data)
- Data from 3 countries currently under review
- Progressively include more countries while keeping a high priority on data quality
- The IRTAD database is a tool for:
  - Safety performance monitoring
  - International benchmarking
- The expert network behind the database is as important as the data themselves (understanding methodologies, data collection, definitions, limitations of the data, underreporting issues, etc.)

### Content of the IRTAD database

- Crash data: fatalities, injury crashes, hospitalised, injuries
  - By road type (motorways, urban roads, rural roads)
  - By road user (pedestrians, cyclists, car occupants, PTWs, others)
  - By age
  - By gender
  - By seat position in the car
- Exposure data:
  - Vehicle –kilometres
  - Modal split
  - Vehicle fleet, by type of vehicles
  - Population
  - Driving licences
- Other safety data
  - Seatbelt wearing rates
  - Helmet wearing rates

### IRTAD Database on the OECD Statistics Portal Accessible to IRTAD members



Country	Year	Value
Argentina	2014	1.00
Brazil	2014	1.00
Chile	2014	1.00
Colombia	2014	1.00
Costa Rica	2014	1.00
Cuba	2014	1.00
Ecuador	2014	1.00
El Salvador	2014	1.00
Guatemala	2014	1.00
Honduras	2014	1.00
Mexico	2014	1.00
Nicaragua	2014	1.00
Panama	2014	1.00
Paraguay	2014	1.00
Peru	2014	1.00
Puerto Rico	2014	1.00
Uruguay	2014	1.00
Venezuela	2014	1.00

### Database based on annual Excel Survey

- 14 tables
- 1. Population by single age, Female / Male
- 2. Vehicle fleet:

Motorised two-wheelers
Mopeds
Motorcycles and Scooters
Passenger cars
Goods Road Motor Vehicles
Light goods road vehicles <= 3,5 t
Heavy goods road vehicles > 3,5 t
Buses
Other Motor Vehicles
All Motor Vehicles excluding Mopeds

### Database based on annual Excel Survey

#### 3. Vehicle kilometrage by road type

Total
Inside urban areas
Outside urban areas
Rural roads
A-level roads outside urban areas
Other roads outside urban areas
Motorways

#### 4. Vehicle –kilometrage by vehicle type

Motorised two-wheelers
Mopeds
Motorcycles and Scooters
Passenger cars
Goods Road Motor Vehicles
Light goods road vehicles <= 3.5 t
Heavy goods road vehicles > 3.5 t
Buses
Other Motor Vehicles
All Motor Vehicles excluding Mopeds

### Database based on annual Excel Survey

5. Road length by road type
6. Modal split (car, public transport, rail, aviation)
7. Casualties by gender and age
8. Fatalities passenger / driver
9. Casualties by age and user group:

1. Fatalities
2. Hospitalised
3. MAIS3+

### Database based on annual Excel Survey

10. Casualties by road type
  - Killed
  - Hospitalised
  - MAIS3+
11. Accident involvemem by vehicle and road types
12. Casualties and accidents: by month
13. Helmet and seatbelt wearing rates
14. Driver population (driving licence)

### COOPERATION WITH SEETO

- IRTAD welcome your initiative to invite us at this meeting
- There are several options for future co-operation
  - Twinning projects with SEETO Countries
  - Using the IRTAD questionnaire as the basis of the future regional database
  - Developing an IRTAD-SEETO (database)